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Report and Recommendation of the  
Committee of the National Capital Planning Commission  
on the  
Proposal to Locate CIA Headquarters Building at Langley, Virginia

Your Committee, composed of Messrs. Norton, Remon and Owen, has reviewed the report of the National Capital Regional Planning Council following its meeting of December 5, 1955, at which meeting they considered the proposal to locate the Central Intelligence Agency Headquarters at Langley, Virginia. Your Committee has also reviewed the reports of the Council's staff and representatives of its member jurisdictions, the report of the consultants to the Central Intelligence Agency, and a voluminous amount of correspondence from interested parties, both for and against the Langley location.

The Council in its report approved the Langley site by a vote of 5 to 3. Following the Council's action favoring the selection of the site, it unanimously adopted a resolution requesting the CIA, in the event that it does locate at Langley, to obtain authorization and appropriations from the Congress for certain specified improvements, which in the opinion of the Council will be needed at the time the CIA headquarters is opened at Langley, as follows:

"RESOLVED, That the Council request that the  
Central Intelligence Agency, in conjunction with its  
request for appropriations, ask for authorization and

appropriations for the improvements not yet committed which are related to this development as described in the report of its Director:

Director:

Chain Bridge widening along with Canal Road and Weaver Place improvement; Virginia Route 123 - Parkway to Chain Bridge; Glebe Road - Lee Highway to Chain Bridge; Parkway to Cabin John Bridge, including Cabin John Bridge; George Washington Memorial Parkway - Maryland side; Outer Belt - Route 7 in Virginia to U. S. 240 in Maryland."

After careful consideration of the report of the Council and other documents on file with this Commission, a majority of the Committee, Messrs. Norton and Owen, recommend that the National Capital Planning Commission do not approve the location of the CIA Headquarters at Langley, Virginia. Mr. Remon favors its location at Langley.

In arriving at its recommendation, your Committee gave careful consideration to many things, including the following;

1. The present character of the development in the Langley area.
2. The probable impact of the CIA on that community.
3. The accessibility of this location by roads - Present and promised.
4. Impact on local transportation while construction of building is in progress.

5. Cost of roads, bridges, and other facilities necessary to make the Langley site usable.

6. Water availability.

7. Sewage facilities - present and proposed.

1. Present character of the area.

This is now a highly desirable residential area containing for the most part, a high grade type of home on lots of good size up to what is sometimes referred to as estates. It is the hope of a very large segment of the population that this character of improvements may be maintained. In short, it is now a community of low density, single family homes.

2. Impact of CIA on the Community

It was felt by a majority of your Committee that the placing of the CIA Headquarters at Langley would constitute a serious variance from the master plan of this Commission.

E. S. Draper, Planning Consultant, says:

"To drop a 'Little Pentagon,' employing upwards of 10,000 to 15,000 people in this area would eventually disrupt the entire community and require residential densities of land use and commercial development of a nature not dreamed of when the long range plans for the development of Fairfax County were drawn up. The cost of utilities to serve a non-tax paying governmental develop-

rise in land values, would force zoning and regulatory changes to permit high cost improvements, residential and commercial, in order that tax increases would be sufficient to carry the burden of improvements. This is inevitable."

According to the Clarke and Rapuano report, only  $12\frac{1}{2}\%$  of the employees of CIA own their own homes. This means that approximately 8,750 of them have no roots deep in the soil where they now live and it is only natural to expect them to gravitate toward their place of employment. Each new inhabitant brings other service people. Thus, a decided increase in population of a more or less spontaneous character, is inevitable with accompanying commercial installations, stores, shopping centers, garages and service facilities of all kinds. These developments bring heavy pressures on zoning boards for changes in zoning. It is estimated that the present population of a little over 13,000 will increase by 1965 to over 35,000 if CIA goes to Langley, and to 50,000 to 60,000 in another ten years.

This Langley area is a highly desirable home neighborhood. Mr. Draper says, "CIA cannot build on this admittedly beautiful tract of land and expect the countryside to retain the open character which makes the site so attractive."

The 1950 Master Plan provided for a wedge to the Northwest of Washington, including the Langley area and the Potomac River Valley to be an area of low to medium density population for the protection of the Washington water supply and the prevention, as

Approved For Release 2001/08/31 : CIA-RDP78-04718A002700050007-2

far as possible, of the pollution of the River, as well as to stabilize the land use plan.

No master plan has been adopted by Fairfax County to protect or to stabilize the future character of the Langley area. Its present zoning, we are informed, is susceptible to successful downgrading by determined speculative interests.

To locate an employment center of the projected magnitude of the CIA Headquarters in the Langley area would be to stimulate urban developments with explosive and detrimental force in violent conflict with the 1950 master plan.

3. Accessibility by roads - present and promised

This site is served by two narrow, poorly graded, country roads. It is conceded that vast road and bridge improvements, with correspondingly large sums of money is necessary to provide access to the site.

Glebe Road must be widened from the Lee Highway to Chain Bridge, a distance of three to four miles, at a cost of approximately \$1,330,000.00.

Route 123 must be widened and rebuilt to four lanes from Chain Bridge to Langley, at a cost of approximately \$1,100,000.00.

Route 193 will need improvement, the cost not known.

George Washington Memorial Parkway must be built from Spout Run to Langley, to cost \$8,500,000.00, and later to Cabin John Bridge, when built.

<u>Chain Bridge</u> must be widened or rebuilt.	)
<u>Canal Road</u> must be rebuilt and widened.	) Cost approximately
<u>Weaver Place</u> must be rebuilt and widened.	) \$2,250,000.00

These are absolutely minimum requirements for access from nearby.

Mr. Charles M. Upham, Consulting Engineer, says:

"the highway improvements now scheduled for this area over the next ten years will be inadequate to serve this installation even if they were all completed concurrently with the completion of the building itself."

A part of these improvements are within the District of Columbia, namely, Chain Bridge, Canal Road, and Weaver Place. A committee of the Washington Board of Trade only a few days ago passed a resolution which stated in substance that without regard to where the CIA would be placed, the people of the District should not be saddled with any part of the cost of making it accessible.

In addition to the above minimum requirements, it is proposed to accelerate the construction of the Maryland-Virginia Belt route, including a bridge at Cabin John, in order to make the Langley site more accessible. It has been estimated that the cost of Cabin John Bridge may run to \$12,000,000.00, and the Outer Loop to several million more.

#### 4. Costs

It is the feeling of the majority of your Committee that the expenditure of the vast sums of money necessary to make Langley accessible is out of all proportion to the result to be attained.

Some have estimated the minimum requirements referred to as costing between 12 and 15 million dollars while the addition of the bridge and connecting roads may run the costs to many times that figure.

All these improvements must be paid for and there is no other way than through the medium of taxes, unless these facilities are provided at the expense of the Government.

The report of the previous Committee of this Commission on the CIA, dated April 7, 1955, pointed out the various roadway needs. Their recommendation was as follows:

"That the CIA application to use the site near Langley, Virginia, be approved with the understanding that this development would require Federal assumption of collateral costs to make the installation operable and that a radical change of land use in the area will be entailed."

To this date, this Commission has received no advice whatever from the CIA or any other source that an effort has been or will be made to have the Federal Government assume these costs. The report of the Regional Planning Council, previously herein referred to, approves the Langley site then followed that approval with a "request" that the CIA seek appropriations from the Government to pay for all of the improvements and facilities enumerated, including Cabin John Bridge, the Memorial Parkway on the Maryland side, and the Outer Belt Route 7, in Virginia. While their resolution uses the work "request," the implication seems to be that the request becomes, in reality, a condition precedent to approval of this site.

5. Impact on local transportation during construction of the CIA building.

Langley must be hauled over the roads, principally Route 123. Obviously, it will not be possible to rebuild Route 123 and carry the great amount of material necessary at the same time. Furthermore, what will this do to the traffic now using this road?

6. Water availability

There is no sufficient water supply at the site now. However, we understand Falls Church will supply all necessary water.

7. Sewer availability

We are told that a bond issue assures a sewage treatment plant at Pimmitt Run, with the effluent running into the Potomac River below the new water supply intake.

This plant was planned to provide sewage disposal for 7,500 persons. It was planned with no thought of CIA, and before CIA expressed any interest in the area. There are now over 13,000 people in the area. Of course, we have no way of knowing how many of them will be served by the sewage disposal plant. Inasmuch as this facility was provided for prior to CIA appearing in the picture it is fair to assume that the authorities of Fairfax County thought 7,500 people would be served within a period of five years. Thus it is obvious that this plant will have become inadequate before completion if CIA enters the picture with a possible 10,000 new customers, plus additional families who will come into the community by reason of the presence of CIA.

We are told that additional disposal facilities will be added as needed. Experience has taught us that opinions soon differ as to "need" when to meet that need much money must be provided.



Every effort is, and should be made to prevent pollution of the Potomac. Excessive sewage through inadequate facilities cannot help but add to pollution.

Recommendation

After having given very careful consideration to all the factors involved, and having given due weight to the evidence and arguments presented at the various hearings before the Commission, it is the recommendation of the majority of this Committee that the National Capital Planning Commission do not approve the location of the Central Intelligence Agency Headquarters at Langley, Virginia.

(Signed) C. McKim Norton  
C. McKim Norton

(Signed) John A. Remon  
John A. Remon

December 16, 1955

(Signed) Claude W. Owen  
Claude W. Owen